

The Hongkong Telegraph.

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FRIDAY, JULY 30, 1909.

五拜禮

號十三月七英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....
Sterling £7,500,000 at 2/6=\$11,500,000
Silver \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Balfour, Esq.
A. G. Barrett, Esq.
O. S. Gubbay, Esq.
W. Helms, Esq.
G. R. Lennemann, Esq.
R. Shollin, Esq.
R. Shawan, Esq.
H. A. Siebs, Esq.
H. A. W. Slader, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 18th May, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£1,500,000
RESERVE FUND.....£1,575,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per cent. per annum on the daily balance.
On Fixed Deposits for 12 months, 4 per cent.
W. M. DICKSON,
Manager.
Hongkong, 5th April, 1909. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$3,250,000
ABOUT MKX \$7,222,222
RESERVE FUND.....GOLD \$3,250,000
ABOUT MKX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADEMERE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3 per cent. per annum on the daily balance and acc. Fixed Deposits at the following rates:
For 12 months 4 1/2 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 3 months 2 1/2 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.
PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000)
RESERVE FUND Fl. 5,115,745 (about £1,104,470)

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Choolboon, Tagal, Pecalangan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kotsi-Radja (Aceh), Pandjarnas.
Correspondents at: Marassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 1/2 per cent. on daily balances.
Fixed Deposits 12 months 4 1/2 per cent. per annum.
Do. 6 months 3 1/2 per cent. per annum.
Do. 3 months 2 1/2 per cent. per annum.
J. L. VAN HOUTEN,
Agent.
Hongkong, 22nd July 1909. [19]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....15,500,000

Head Office:—YOKOHAMA.

Branches and Agents:
TOKIO, CHEFOO, TIENTSIN, PEKIN, NAGASAKI, NEWCHWANG, LONDON, DALNY, LYONS, PORT ARTHUR, NEW YORK, ANTUNG, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per cent. per annum on the daily balance.
On fixed deposit:—
For 12 months 4 1/2 per cent. per annum.
" 6 months 3 1/2 per cent. per annum.
" 3 months 2 1/2 per cent. per annum.
TAKKO TAKAMICHI,
Manager.

Hongkong, 1st July, 1909. [17]

HONGKONG SAVINGS BANK.

H. Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th January, 1907. [21]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Taels 7,500,000

HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Kottschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907. [13]

Intimations.

FACTS not opinions.
We do the trade well.
None can beat us.

WHY?
Because the REGAL SHOE is the Shoe that proves.

Because we stock a great variety and sell them at a very low price—\$10.00 per pair.

Call and see our new consignment and you will not hesitate from buying a pair.

Hongkong, 28th July, 1909. [19]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask ex Factory.
In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908. [18]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS
SHANGHAI	CALEDONIA	About 5th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALMA	About 6th Aug.	Freight only.
LONDON, &c. via usual Ports	DELHI	Noon, 7th Aug.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA	11th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 29th July, 1909

Intimations.

LANE, CRAWFORD & CO.

UPHOLSTERY DEPARTMENT.

ARE NOW SHOWING

CHESTERFIELD SETTES.

NEW DESIGNS IN EASY CHAIRS

Exclusive Patterns in Cret unes suitable for

LOOSE COVERS.

LOOSE COVERS MADE BY EXPERIENCED MEN IN OUR OWN WORKROOMS.

LANE, CRAWFORD & CO. [20]

"AQUARIUS."

A PUB,
DISTILLED TABLE WATER

Quarts, Pints and Splits.

CALDBECK, MACGREGOR & CO.

Hongkong, 21st July, 1909. [11]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 15th July, 1909. [16]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 67.

For Terms, &c., apply to the

MANAGER

Hongkong, 1st July, 1909. [12]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,303 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 2,095 Tons.
"HMUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 12 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,205 Tons and "SUI-AN" 1,205 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wharf, Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 509 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lianan" and "Saiui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO

On SUNDAY, the 1st AUGUST.

S.S. "HEUNGSHAN."

will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 A.M.

Departure from Macao 2.30 P.M.
Fares: Excursion Rates as usual.
Machado's String Band will play during the trip.
S.S. Sui Tai will not run on the above date.

On SATURDAY, the 31st JULY, 1909.

The Company's Steamship "SUI-AN" will make an extra trip to MACAO leaving WING LOK WHARF at 7 P.M.

Departure from Macao on Sunday, at 7 P.M.

FARES:—Week End Rates for 1st and 2nd Class.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [15]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909

A. F. DAVIES,

Manager. [16]

KOWLOON HOTEL

In honor of the 7th Anniversary of the Coronation of
H.M. KING EDWARD the VII.

A CORONATION DINNER

(FOLLOWED BY AN OPEN AIR CONCERT)

will be served on 9th August, at 8 p.m.

The famous 13th Rajputs Band will perform during the Evening.

Hongkong, 30th July, 1909. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. REUMENTHAL,

Manager.

Telephone, 170.

Telegram "Astor"

[14]

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ LUDWIG" Capt. F. v. Bismarck	WEDNESDAY, 11th Aug., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULOW" Capt. F. Prosch	About WEDNESDAY, 11th August.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENTZ" Capt. H. Rasmussen	FRIDAY, 13th August, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblitt	Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th July, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOKIN	Charbonnel	22nd Aug., P.M.
MARSEILLES, VIA PORTS	CALDONIEN	Caranova	3rd Aug., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	AUSALTIEN	X	16th Aug., P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	17th Aug., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,
AGENT,

QUEEN'S BUILDINGS.

Hongkong, 30th July, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and practical steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

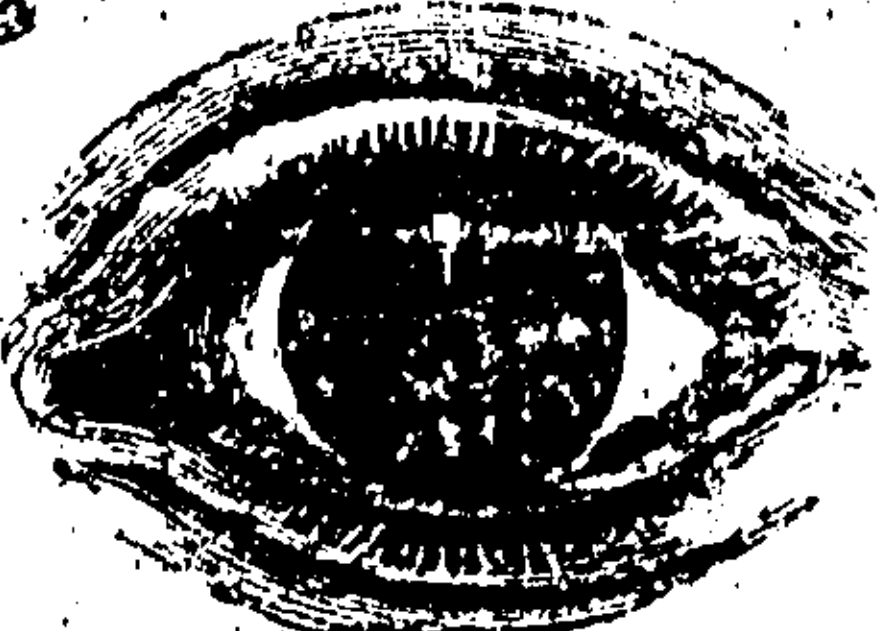
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD,

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight" free.

London, GALICIA A., SHANGHAI, 10, East-end, 100, 100.

1, John Street, Bedford Row, W.C., Hongkong, 47, Market Street.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and a large stock of material is always at hand. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 370, 100, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts,

A. I. and Watkins.

Yokohama April 28th, 1903.

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.
Apply to—
S. D. SETNA,
No. 6, Des Voeux Road.
Hongkong, 21st June, 1909. [497]

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909. [463]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909. [248]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-MET-CHONG ROAD A HOUSE in RIMON TERRACE.
OFFICES in YORK BUILDING GODOWNS in PRANA EAST, BLUF BUILDINGS, and No. 168, DES VOEUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VOEUX ROAD CENTRAL 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [5]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to—
THE COMPTON DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909. [185]

TO LET.

GODOWN, No. 64, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [64]

For Sale.

FOR SALE.

BEST FIRE-PROOF SAFES, with SHIFTS KEYS, Manufactured by The GODFREY and BOYCE MANUFACTURING CO. of Bombay. One Safe 5 feet by 3 feet 8 1/2 in. by 2 feet 6 in. 2 Safes each 2 feet 1 in. by 2 feet 7 in. by 2 feet.

Also a few Large PADLOCKS for Godowns of the same Make.
Also one OLIVER TYPEWRITER in good condition.

Apply to—
PHIROZSHA B. PETIT & Co.,
6, Des Voeux Road.
Hongkong, 5th July, 1909. [517]

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND
Rent out by day or week.
REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

38-36, Des Voeux Road, Central,
Hongkong.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND
TOILET REQUISITES
FOR SALE.

12, D'AGUIAR STREET,
HONGKONG.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [64]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 31st July, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
SUNDRY VALUABLE HOUSEHOLD FURNITURE,
Comprising:—
SILK TAPESTRY-COVERED DRAWING ROOM SUITE, OVERMANTELS, TEAKWOOD SIDEBOARD and DINING WAGON with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, GLASS CROCKERY and E.P. WARE, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DRESSING TABLES, Double and Single BRASS-MOUNTED IRON BEDSTEADS, and BEDDING, a quantity of CANTON CARVED BLACKWOOD WARE, CARPETS, COOKING STOVE and UTENSILS, &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 26th July, 1909. [556]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
on
MONDAY and TUESDAY,
the 9th and 10th August, 1909, at 10 A.M. each day, at H.M. Naval Establishments, SUNDRY OLD and SURPLUS NAVAL AND VICTUALLING STORES,
Comprising:—
Old and Surplus Naval Stores:—CHAIN, WOOD BLOCKS, HOSES, OLD, OLD, IRON and METAL, OLD M.V. MINERS, ELECTRIC CABLE and CABLE MATS, and MATTING, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS FURNITURE, CARPETS, SURGICAL INSTRUMENTS, &c., &c.
Old and Surplus Victualling Stores:—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, W.E.S. TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.
Catalogues will be issued.
TERMS OF SALE:—As Customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 23rd July, 1909. [551]

Consignees.

MOGUL LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

STEAMSHIP "LENNOX"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 25th August, or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, 28th July, 1909. [555]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"GOEBEN,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of August, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of August, at 9.30 A.M.
All Claims must reach us before the 8th of August, 1909, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.
Hongkong, 28th July, 1909. [6]

NIPPON YUSEN KAISHA,
NOTICE TO CONSIGNEES.
FROM MIDDLBOROUGH, ANTWERP, LONDON, COLOMBO and SINGAPORE.

THE Company's Steamship
"ATSUTA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.
Goods not cleared by the 4th August will be subject to rent.
No Fire Insurance has been effected.
Damaged Packages must be left in the Godown for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
NIPPON YUSEN KAISHA,
Hongkong, 28th July, 1909. [458-459]

Consigners.

FROM EUROPE.

THE H. A. L. Steamship
"DORTMUND,"
Captain Malchow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless instructions are given to the contrary before TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.
All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 3rd prox., at 3 P.M.
No Fire Insurance will be effected by us in any case whatever.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 26th July, 1909. [554]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"MANILA,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of August, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of August, at 9.30 A.M.
All claims must reach us before the 6th of August, 1909, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co.,
General Agents.
Hongkong, 27th July, 1909. [5]

"INDRA" LINE, LIMITED.
NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship
"INDRAPURA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 3rd prox., at 10 A.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on 3rd prox. No Claims will be admitted after delivery of Goods have been effected to Consignees, and same must be presented within ten days of steamer's arrival here otherwise they will not be recognised.
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 27th July, 1909. [557]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co's Steamer

"SUMATRA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 4th August, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No claims will be admitted after the goods have left the Godowns.
E. A. HEWITT,
Superintendent.
Hongkong, 28th July, 1909. [14]

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.
Precos modicos.
Dirija-se a

GRACA & CO.,
27, Des Voeux Road,
Hongkong, 8 Junho de 1909. [16]

Intimation.

Powell's

Gentlemen's
Department.

NEW GOODS

SPECIAL

DINNER

SHIRTS

Fine Quality Cambric, with Soft
Plaids, Light Weight, 10" x 3"
Cuffs.

THE VERY ACME

OF

COMFORT.

\$4.25 and \$5.25 each

NECKWEAR

60 Dozen

ELEGANT TIES

JUST ARRIVED

Fly Ends,

Four in Hands

AND

Oxfords

IN

CREPE DE CHINE,

POPLIN,

FOULARD,

MADDER,

Etc., Etc., Etc.

ABSOLUTELY

THE

Latest Productions.

Inspection Invited.

POWELL'S

ALEXANDRA

BUILDINGS.

28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 29th July, 1909.

Intimation.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 31st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 31st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except as the express wish of the tenderers to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 31st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:—
(a) BRITISH NORTH BORNEO.—Opium, Spirit, Gambling and Pawn-broking, as follows:—

(i) in one concession for the whole State.
(ii) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan River.

(ii) KUDAT DISTRICT.—The Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Paitan River.

(iii) WEST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Paitan River and on the other by the northern boundary of Province.

(iv) EAST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broershoek point.

(v) PROVINCE CLARKE.—being the Territory between Batu-Batu and the Lawas northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—
(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912: a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said Secretary, at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingstone & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent of means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per catty	\$ 2.40
chi	00.30
5 lbm packet	00.15
"	00.12
"	00.05
"	00.01

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above (g).

The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirits.

(i) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium of Chandu prepared by them, and to any vessel containing Spirits for sale.

(j) As soon as the new Farmers have been appointed by the Government, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government, as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in N. Borneo viz:—

SCHEDULE A.
The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.
The Liquors Proclamation No. 17 of 1901.
The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 1 of 1903, and No. 3 of 1906.
The Gambling Proclamation No. 8 of 1901.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 1 of 1903, and No. 3 of 1906.

The Gambling Proclamation No. 8 of 1901.

TOKENKA.

THE RENAISSANCE OF AN ART-CRAFT IN JAPAN.

In no country perhaps, has the cry of "New Lamps for Old" been, of late years, more insistent than in Flowery Japan. Whether the "Western" innovations will prove changes for the best it were yet early to predict. The older generation may not unreasonably shake their heads regretfully at an incoming wave of alien modernity, and where the tide is calculated to sweep away old and honourable craftsmanship, there, indeed, the West may well mourn with the East.

Have not we, too, had cause time and again to deplore the disappearance of many a useful and beautiful craft, such as it was the pride of our forebears to practise?—crafts the mere manual skill at which was perhaps painfully and unwillingly acquired during dreary days of apprenticeship—(since most "beginnings" are hateful, and what normal boy "loves" work?)—but which, once mastered, soon gained an added zest from heart and head—both combining to spell "Pride of Work."

We of the twentieth century have laid that lesson of destruction to heart. We now, though late in the day, ransack the curio shops rejoicing over "finds" our present workmen have lost the secret of producing. Here and there success is attending the revival of some of our ancient crafts.

Japan, already fearful of some such impending disaster, is looking to the preservation, or—should we not perhaps better say?—the renaissance of her wonderful swordsmith craft, the most flourishing period of which coincided with our later Middle Ages, roughly speaking, from about the tenth to the fifteenth century.

The Society now vowed to keep alive the traditions, enthusiasm, and knowledge of this great Art Craft is known as "Tokenka," or the Society of the Sword. There are, alas! but few of the old "Conservatives" left to inspire the new-born Society with vigour, yet are there still among those few some who have in their younger days been no mean sword-smiths; especially could this be said of the late Imperial Court Marshal Sanomya, who spent much of his leisure time at the anvil; as, indeed, did many an Emperor in the Japan of olden days.

Quaint ceremonies, too, of a mystic and religious kind were interwoven, as it were, with the work as it progressed through its various stages. The swordsmith, for one thing, was bound to be a man of upright character, one leading an honest life. No time was deemed too long, the trouble taken never too laborious, in the forging of this weapon—it must be worthy to bear his name.

Families practised the art from father to son through generations, taking also promising youths as apprentices, as did the great painters of old; and one of the professional swordsmiths whose name was earliest fame in the tenth century was Mamechika, both Masumune and Yoshimitsu in the thirteenth century running him pretty close, if not equalling the fine work he produced. Any reader who has visited Japan will remember having seen such old weapons among the sacred treasures of the old Samurai families; for after the wearing of two blades had been prohibited by an Imperial edict, a second law had to be made forbidding the sale of the now superfluous blade to the overseas barbarian.

Copper or bronze was used for these earlier swords, but for a long time past steel and iron as well as a combination of both, have been favoured for sword-manufacture, which also involved a number of minute and ingenious precautions utterly unknown in Western countries.

Any one handling an old Japanese blade will at once notice certain thin lines upon the surface similar to the "grain" found in wood. This peculiarity is accounted for thus:—

The little pile of steel plates which has in the first instance been hammered on the anvil into one single flat bar, of some six or eight inches long—two wide, and about half an inch thick, has subsequently been folded and refolded, heated, re-heated, and hammered again and again much after the manner in which an English cook sets about manipulating her piecrust before applying the rolling-pin to the dough; the object of this has been to secure absolute homogeneity, with, at the same time, a thoroughly fibrous structure, and it is these repeated "layers" which are responsible for the distinctive grain, known as the sword's skin or *hida*, the different kinds being distinguished by names, such as "pear-skin," "pine-skin," "pine-bark," and others.

So expert was the Japanese swordsmith that he required no more than his practised eye to form a perfect blade, the "curve" subsequently given being a mere matter of taste, either his or that of the warrior who was destined to wear it, excepting always in the case of swords of honour, the shapes of which were prescribed by inviolable rules of etiquette. Etiquettes, too, prevailed as to their treatment and wearing, and while these directions have now mostly fallen into disuse, their evidences remain in the names attaching to the various kinds of swords; since these refer more to the way they are to be worn, and have no actual connection with the form of the weapon. It may perhaps have been noticed that most Japanese swords are of the curved kind. The *primordial* sword of Japan, however, the formidable "Tsurugi" often forty inches long, had a straight blade; yet the curved sword may be regarded as best suited to the common use it was put to in warfare—namely, that of hewing, or cutting—the European method of fencing with a straight blade as an effective protection to the body never having been appreciated in Japan, or, for the matter of that, in Asiatic countries generally.

At the present time this grand old craft, which is being rescued from the neglect it had fallen into, is practised in its purity only by two distinguished swordsmiths—namely, Sukiyama, in Osaka, and Miyamoto, in Tokyo. Both these art-craftsmen hold Imperial appointments, and the work done in their smithies is of the fine old school, and worthy of the best traditions. Both, however, complain bitterly of the waning interest evinced by "Young

Japan" for such arduous and elaborate labour; apprentices are few—the spirit of the time lures them away from the old paths to "pastures new." Seven years, the time necessary to make a capable smith, seems too great a slice out of a young man's life, nowadays, and hence the gradual neglect.

We may perhaps observe by the way that the elaborate super-added workmanship in the matter of engraving blades with ornamental designs and hieroglyphics finds little favour with connoisseurs. Japanese sword-grinders, who are great judges (a family distinguished for the performance of this office being that of Honnami, sword-grinders to the Imperial family for 150 years), regard these ornamental blades with some suspicion, the elaborate design being as often as not introduced in order to cover some defect in the forging.

A bright exception, nevertheless, would seem to be an enthusiastic youth, Masazoshi, who, having responded to the Emperor's offer of defraying the fees for apprenticeship of poor pupils of promise, is now working under the guidance of Sukiyama, and is from all accounts likely to prove a worthy inheritor of that master's skill in a craft once ranked among the highest in Japan.—*Poll-Mall Gazette.*

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Manxian, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 20th July, 1909. [544]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, 1909, at 12 o'clock Noon, for the purpose of receiving a report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 23rd August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 27th July, 1909. [559]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND OF \$1.50/100 per Share for the six months ending 30th June, 1909, will be payable on TUESDAY, 3rd August, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 26th July, to TUESDAY, 3rd August, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 20th July, 1909. [545]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND OF DOLLARS TWO per Share for the six months ending 30th June, 1909, will be payable on the 3rd proximo, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th inst., to TUESDAY, the 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Company, Ltd.
Agents for The West Point Building Company, Ltd.

Hongkong, 20th July, 1909. [546]

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that PETITIONS were on the 6th July, 1909, presented to the Supreme Court of Hongkong in its original jurisdiction by the above-named Society and Company respectively to confirm the alterations of the said Society's and the said Company's respective objects proposed to be effected by Special Resolutions of the said Society and the said Company respectively unanimously passed at Extraordinary General Meetings of the said Society and the said Company respectively held on the 21st April, 1909, and subsequently unanimously confirmed at further Extraordinary General Meetings of the said Society and the said Company respectively held on the 7th May, 1909, and which Resolutions respectively run as follows:—

"That the Memorandum and Articles of Association of the Society (Company) be respectively extended, altered and amended so as to read as shown in the 'print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society (Company) to the exclusion of those heretofore prevailing."

AND Notice is further given that the said Petitions are directed to be heard before His Honour Sir Francis Piggot, Chief Justice of the said Court, in fifteen days from this date and any person interested in the said Society or the said Company, whether as creditor, policy-holder or otherwise desirous to oppose the making of an Order for the confirmation of the said alterations under the Companies Ordinance 1865 should appear at the time of hearing by himself, or by his Counsel for the purpose and a copy of the said Petitions, or either of them, will be furnished to any such person requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 30th July, 1909.
O. MONTAGUE EDE,
Secretary to the said Society and the said Company.

Hongkong, 27th July, 1909. [547]

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDERON MACGREGOR & Co., Hongkong.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the CHINESE BRETHREN TOBACCO COMPANY, carrying on business at Victoria, in the Colony of Hongkong, and elsewhere as Tobacco Merchants, have, on the 17th day of April, 1909, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The representation of a lion standing on a two-winged globe, above which are printed the words "Valiant Lion" and below which is depicted a scroll on which is printed the name "Chinese Brethren Tobacco Co." In combination with the said representation and on one end of the packet in which the cigarettes are packed is a Diamond inside of which are printed the letters "C. B." In further combination with the said representation and on the back of the packet in which the cigarettes are packed is printed the Chinese characters 中國兄弟烟草公司 being the equivalent of Chinese Brethren Tobacco Company.

In the name of the CHINESE BRETHREN TOBACCO COMPANY, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants since the 1st November, 1906, in respect of the following goods:—

MANUFACTURED AND UNMANUFACTURED TOBACCO, CIGARS AND CIGARETTES IN CLASS 45.

A Facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong and also at the office of the Undersigned.

Dated the 30th day of April, 1909.
JOHNSON, STOKES and MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central, Hongkong.

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. LANGE & HENSCHKE, carrying on business at Sommerfeld in the Empire of Germany, and elsewhere as Woollen Cloth Manufacturers, have, on the 13th day of April, 1909, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The representation or illustration of a fancy vase resting on a three-legged stand and in the vase is a plant with flowers and leaves, the whole encircled by a fancy border.

In the name of LANGE & HENSCHKE, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants since the 10th January, 1896, in respect of the following goods:—

CLOTHS and STUFFS of WOOL, WORSTED, or HAIR IN CLASS 34.

A Facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong and also at the office of the Undersigned.

Dated the 30th day of April, 1909.
JOHNSON, STOKES and MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central, Hongkong.

Colonial Secretary's Department.
No. 401.
HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on TUESDAY, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting droppings and of preparing and dealing in Droppings Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, &c., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in *Gazette* as Notification No. 401 of the 2nd July, 1909.

A. M. THOMSON,
Colonial Secretary.

2nd July, 1909. [515]

COLD STORAGE.
THE HONGKONG ICE COMPANY LTD. have now 40,000 cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 2 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. E. HAXTON,
Manager.

Hongkong, 27th July, 1909. [516]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, 2nd August (First Monday in August).

Hongkong, 27th July, 1909. [558]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd August (First Monday in August).

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, 29th July, 1909. [560]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd August (First Monday in August).

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, 29th July, 1909. [561]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 29th July, 1909. [562]

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 10th current, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
HONGKONG ICE CO., LTD.
Hongkong, 12th July, 1909. [532]

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

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V.O.C.B. Guaranteed 20 Years
Old 5.50

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REFRESHING.Watson's
FRUIT SYRUPSMixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 30, 1909.

FOREIGN HOSPITALS IN
SHANGHAI.

Hospitals for foreigners in a Far Eastern Port like Shanghai can hardly be compared with similar institutions at home. The environment of the foreign community here the general absence of home life among single residents, and the fact that the servants employed in Shanghai are all natives, bring the hospitals into closer touch with all classes of the community. In England, an invalid of the middle or upper class is usually nursed at home, or by his or her servants or landlady, unless the illness is of a very serious nature. Here, the doctors generally insist upon their patients being removed to hospital for treatment, even when they are suffering from comparatively trifling ailments. Several of the reasons for this general resort to hospital treatment are fairly obvious. No doctor, for instance, cares to leave a bachelor entirely at the mercy of his servants in his own "digs," for absence of proper supervision in the household, or of initiative on the part of the servants in a crisis, may convert a minor illness into a very serious case. Consequently the Hospital or the Nursing Home is resorted to by all classes of the community, and at unhealthy seasons of the year the accommodation of both is taxed to the utmost. And whereas at home the mere mention of "hospital" is dreaded by most patients, here the doctors' orders are accepted unquestioningly, and few foreigners would hesitate whether to choose between the skilled care of professional nurses in preference to the possibly grudging and certainly unskilled attention of a native servant.

Shanghai is well provided with hospitals, for in addition to a large institution for infectious cases, and a mental block, there are two hospitals for ordinary medical and surgical cases. The larger and more important—the General Hospital—was founded as a company in 1863, but as it was not attended by financial success, its constitution was modified about five years later, the share scrip was cancelled with the consent of the shareholders, and the administration of the Hospital was vested in a permanent board of ex-officio trustees. Further changes in administration took place in 1875, and from that year dates the present system of management, consisting of a Board of Governors, comprising three Chinese, four Europeans chosen by the International Settlement, and two by the French Concession. For the internal admini-

stration of the Hospital the community is indebted to the Order of St. Vincent de Paul, whose devoted sisters continue to fill the rôle of nurses. The standard of nursing has gradually been improved, and even if at some future date the community should deem it desirable to instal professional nurses from recognized European and American hospitals, it will never be able to forget its obligation to the Roman Catholic Sisters. The Junior Institution is the Victoria Nursing Home, which was founded, mainly, as the result of Mr. Drummond's efforts, as a permanent memorial of the Diamond Jubilee of Queen Victoria. It was a gift from the British residents to the foreign community, and was at once converted into the headquarters of the Municipal nursing staff. The Nursing Home has rapidly increased in popularity, and year by year there has been an increase in the number of in-patients. The Isolation Hospital is another important branch of the Health department, but it has a powerful foe in our capable Health Officer, who does his best, and with considerable success, to keep down the number of cases admissible to its wards.

We are usually reminded in the Health Officer's annual report that the object of the Victoria Nursing Home is to provide skilled nursing for the sick of all classes of the community, and this may also be said to be the main object of the General Hospital. Thus, while both institutions have accommodation for charity cases, most of the wards are divided into different classes, for which different rates are charged. These rates, which have been considerably increased in recent years, now stand as follows: for private rooms in the Hospital, or Nursing Home, Tls. 6 per day; for a bed in a ward of three beds at the Home, Tls. 4 per day; for a bed in a ward of six beds in the Hospital, Tls. 3 per day; and for a bed in the general ward of either institution, Tls. 2 per day. Viewed from any standpoint, it must be patent to everyone, that the patients in the first and second classes pay handsomely for their accommodation, and any loss on the working of the Hospital or the Nursing Home must therefore be paid to the charge of the general wards and charity patients, or to some other cause. In the Council's financial statement for 1908 the accounts of the Municipal Hospitals are not stated in such a way that the loss on working can be traced to the Nursing Home, the Mental Block, the Isolation Hospital, or the Mokanshao Sanatorium; but it is clear that when upwards of Tls. 28,000 were received in fees at the Nursing Home, the branches allotted to "must account for a very large share of the deficit of Tls. 39,872. This much can be said, that receipts from the Sanatorium amounted to but little over half of the salary of the matron at Mokanshao, while the fees from the Isolation Hospitals can have done little more than pay the salaries of the matrons of the Foreign and Chinese Isolation Hospitals, and the custodian. "This being so, it would be a grave injustice to make the paying patients contribute a large proportion of expenditure which properly should be chargeable on the rates. The present fees for better class accommodation in the Municipal and General Hospitals are exceedingly high, and calculated to tax the resources of all but wealthy residents; and when it is proposed, as appears from a recent notification, to charge for the use of the operating theatre and for dressings—charges which are almost unknown in public hospitals at home—it may well be asked whether the hospital tariff is not being made almost prohibitive to the very people who most need skilled nursing. If further economy be necessary, it might be made in the direction of charging for stimulants, and by modifying the present system of booking nurses long before they are required, and keeping them idle and unremunerative while their services are urgently needed by other patients. Hospital administration is one of the branches of Municipal enterprise upon which it is not desirable to attempt too rigid economy, and as the deficit on the Municipal Hospitals last year was less than half the salaries of the Secretariat, and considerably below the cost either of the Volunteers or of the Public Band, there seems no immediate need to increase the already heavy fees for Hospital treatment in Shanghai. Even in the case of the General Hospital it would surely be better to make a larger grant from Municipal Revenue than to allow the tariff to become prohibitive.—N. C. D. News.

CANTON DAY BY DAY.

EXTRADITED PRISONER EXECUTED.

[From Our Own Correspondent.]

Canton, 29th July.
On the 28th instant the notorious robber Li Tai Ngan, Cheung, who was captured in Hongkong and extradited to Canton some time ago, was taken out to the execution ground and beheaded.

PROPOSED CANAL.

The amount realised from subscriptions in Canton, Hongkong, Macao and other places on account of the disastrous floods last year in the surrounding districts of Canton was no less than half a million dollars, of which a sum of about 300,000 has been spent in aid of the flood sufferers in provisions, etc., and to help them in the reconstruction of the broken embankments. Now the balance on hand in all is \$212,375.18 deposited in bank. The Central Relief Committee has submitted a statement of accounts to the High officials for their perusal and also informed them how the remaining money is intended to be disposed of. The local gentry is now of the opinion to cut a canal through which the waters will flow into the China Sea from the North West and East Rivers with a view to a venting future floods. A proposal to engage expert foreign engineers to undertake the work of cutting the proposed canal has been submitted to the High Authorities for their consideration and approval. In the event of the amount now in hand not being sufficient for the work, further subscriptions will be solicited from the general public.

VICEROY CHANG JEN-CHUN.
HONGKONG'S HONOURED GUEST.

AN AFTERNOON AT THE TAIKOO DOCKS.

ENTERTAINED ON BOARD THE "CHIYO MARU."



H.E. CHANG JEN-CHUN.

EX-VICEROY OF CANTON

and

VICEROY-DESIGNATE OF NANKING.

DEPARTURE FROM CANTON.

A HEARTY SEND-OFF.

[From Our Own Correspondent.]

Shameen, 29th July.
Early this morning, at six o'clock to be exact, the outgoing Viceroy, H.E. Chang Jen-chun, started from the city accompanied by a number of officials and a bodyguard, proceeding by way of the Southern Gate to the Government Tia Tz Wharf on the new bank, where officials, members of the local gentry, merchants and people numbering several hundreds gathered together at the large wharf, which was white with coloured bunting and specially erected for the occasion to bid H.E. Chang good-bye. When the ex-Viceroy passed along the streets, it was seen that lighted lanterns were hung in long lines and strings of fire crackers were let off to his honour.

The entire route of the Viceregal procession presented a lively scene of animation, the populace eagerly co-operating with the officials and gentry to bear testimony to the high esteem in which H.E. Chang Jen-chun has been held by the people.

At 7 a.m. H.E. Chang boarded the flower boat *Kung Tin* in tow of a gunboat and proceeded down the harbour for the steamer *Hsin Ming*, which was lying off the Shameen. The crews of the different countries at Canton and the leading members of the foreign community were on board the flower boat by launch to say good-bye to His Excellency.

Long before the arrival of the high official on board the China Merchants' steamer several gunboats, steam-launches, flower-boats and other vessels surrounded the *Hsin Ming*; not less than fifty or sixty craft were in the immediate vicinity of the steamer. His Excellency, and suite boarded the vessel; the officials and friends—both native and foreign—of the Viceroy stepped aboard, there to wish His Excellency bon voyage and success in his future administration.

At 12 o'clock noon the *Hsin Ming* weighed anchor. This was the signal for salute guns to be fired by the gunboats in honour of H.E. Chang. Several gunboats and steam launches escorted the *Hsin Ming* out of the harbour, falling in in a line astern of the steamer. The procession proceeded as far down as Whampoa.

The procession was a magnificent one, from a spectacular point of view and will not easily be forgotten by the tens of thousands of people who lined the banks of the river to watch the progress of the viceregal demonstration this afternoon.

On board the *Hsin Ming* there were Admiral Li Chun, the Brigadier-General, Taotai Wong Ping Yui and several others accompanying H.E. Chang to Hongkong, while the Provincial Treasurer, the Educational Commissioner, the Provincial Judge, the Salt Commissioner, the Taotai for the Development of Native Industries, the Taotai of Constabulary and the two district Magistrates of Nanhai and Panyu and also most of the members of the local gentry escorted H.E. Chang as far as Whampoa.

The hearty character of the send-off was no false display; it was a genuine tribute by the officials, gentry and people and of the representatives of the foreign Powers and residents in Canton to the integrity, tact and energy of an official who has administered the Government of these Provinces with a marked degree of success during the past two years.

ARRIVAL IN HONGKONG.

Shortly before eight o'clock this morning the familiar black funnel with the yellow band of the China Merchants' Company showed itself

through the heavy mist that, most unusual for this time of year, hung over the harbour like a grey pall. Steaming through the Lyemum Pass into the Central Fairway, the *Hsin Ming*, instead of herthing alongside the Company's wharf at West Point, made for the buoy opposite the harbour office. As she was making fast the boom of guns from the shore battery at Black-head's Point thundered a salute in honour of the distinguished visitor whose welcome to Hongkong is being given in a right royal manner by the Colonial Government, the Chinese community and others who recognise the sterling worth of one of China's most capable Viceroy. Following the salute from the Kowloon battery, the Portuguese cruiser *Varco da Gama*, running aloft the "Yellow Dragon" flag, also fired a salute, which was then promptly taken up by the receiving ship *Tamar*, which displayed the imperial yellow colours until the echo of the last gun died out. The complimentary salute was returned by a Chinese cruiser in Kowloon Bay.

Meanwhile Capt. P. H. M. Taylor, A.D.C. to the Governor, had boarded the *Hsin Ming*, and on behalf of Sir Frederick Lugard accorded to Viceroy Chang a cordial welcome to Hongkong and an invitation to an official luncheon at Government House. After the usual exchange of courtesies, Capt. Taylor retired. Mr. A. H. Harris, the Commissioner of the Kowloon Customs, was also one of the earliest visitors to call on board to pay his respects to the Viceroy. Mr. Harris proceeded on board by the *Kowloon Tai* and was heartily greeted by the veteran Chinese official in the state-rooms of the *Blak Ming*. Steaming from the direction of Black-head's Point came the shallop-draught cruiser—the *Kiang-chi*—with a large flag fluttering to the breeze at the fore denoting that an official of Taotai rank was on board. The *Kiang-chi* drew alongside the *Hsin Ming* and made fast to her, when H.E. Kao Erh Chien, the Special Delimitation Commissioner, stepped on board, the latter vessel with his suite to present their greetings to H.E. Chang.

More than twenty launches, with numerous Chinese parties, had by this time gathered round the China Merchants' steamer, and the rest of the forenoon was spent by the Viceroy receiving deputations, one of whom was introduced by the Hon. Dr. Ho Kai, C.M.G., and a visit to the Commodore. H.E. the Viceroy had expressed a desire to meet Mr. H.N. Mody, the generous donor of the proposed Hongkong University building. Sir Frederick Lugard had invited Mr. Mody to meet His Excellency at the official luncheon at Government House, but owing to Mr. Mody's indisposition that gentleman had reluctantly declined the invitation. An endeavour was made to meet Mr. Mody at Sir Paul Chater's palatial residence at "Marble Hall," but this future must be regulated by the exigencies of time. Admiral Li Chun, who accompanies the Viceroy in Hongkong, will call on Sir Paul, as His Excellency is also an enthusiast in old china and has expressed a desire to see Sir Paul's magnificent collection in his superb residence.

THE LANDING.

Punctually at half-past twelve, the Kowloon Customs launch *Kowloon Tai*, with H.E. Viceroy Chang, who was accompanied by Admiral Li Chun, the Brigadier-General, Taotai Wong Ping Yui, Mr. Harris, Commissioner of Customs, and several others on board, slowly approached Black-head's Point, and at the same time salutes were fired from H.M.S. *Tamar* and other warships in port. A guard of honour consisting of about fifty men with band and colours under Major Flavel was detailed from the

Buff and awaited H.E.'s arrival outside Blake Pier. Captain P. Mitchell Taylor, A.D.C., met H.E. Chang on behalf of H.E., the Governor. After inspecting the guard of honour, H.E. Chang praised the smart appearance of the men. Despite H.E.'s advanced age, the veteran official looked hale and hearty and bowed his acknowledgments at rapid intervals to the popular ovation with which he was received. Immediately after the inspection, H.E. and suite entered their respective chairs and proceeded to Government House, followed by an escort of Indian policemen under Chief Inspector Baker. Every nook and corner in the buildings facing the waterfront were used as vantage points by the staffs of some of the Colony's most prominent business houses, who were anxious to obtain a fleeting glimpse of the retiring Viceroy of China's Southern Capital, whose relations with the neighbouring British Government have been one continuous record of friendliness and cordiality, and whose sympathy with the British Government in their effort to secure progress for his countrymen recently assumed tangible shape by his handsome donation towards the University scheme which originated with Sir Frederick Lugard.

LUNCHEON AT GOVERNMENT HOUSE.

Shortly after His Excellency's arrival at Government House, an official luncheon was given by H.E. the Governor, when the following guests were invited to meet H.E. Chang Jen Chun: Commodore Lyon, His Excellency Colonel Darling, Hon. Mr. Messer, Hon. Mr. P. U. N. Jones, Sir Paul Chater, Hon. Mr. E. A. Hewitt, Mr. Justice Gompertz, Hon. Mr. A. W. Brewin, Hon. Mr. Badley, Hon. Dr. Ho Kai, Hon. Mr. Wei Yui, Hon. Mr. Greyson, Hon. Mr. Murray Stewart, Hon. Mr. Osborne, Mr. D. R. Law, Mr. J. R. M. Smith, Mr. Harris, Sir Henry Berkeley, K.C., His Excellency Kao Erh Chien, Captain Wu Kwang-tung, Mr. Kwok Yik Ting, Mr. Chiang Kang-yue, Mr. Sin Tak Fan, Mr. Ho Tai-shang, Mr. Lau Chu Pak, Mr. Au Tak, Mr. Lau Yam-chun, Mr. S. W. Tso, Mr. Blanchflower, Captain Stewart, and Capt. Armstrong, A.D.C. Mr. H. N. Mody and Mr. Li Sau-nin were prevented through indisposition from attending the luncheon.

VISIT TO TAIKOO DOCKS.

Every praise is due to the Electric Tramway Company for providing special facilities to the Viceregal party to enable them to enjoy their brief stay here. Two special cars gaily decorated with flags, the inside being cosily furnished, consistent with the dignified position held by the visitors, were provided for the use of the party. The veteran official and suite, which consisted of some thirty persons, including some of the guests who had partaken of the lunch at Government House, boarded the car at Garden Road shortly after three, and the cars immediately started for the Taikoo Docks, which is the latest addition to the enormous shipbuilding industry of the Colony. H.E. the Governor was a member of the party. Besides the European guests there were the following Chinese gentlemen accompanying His Excellency on this most interesting and instructive tour: H.E. Kao Erh Chien, H.E. Admiral Li Chun, temporary Commander-in-Chief, Canton Naval Forces, Prefect Hsieh Yung-nien, Viceroy's Secretary, and a good interpreter, Commodore Lio, a member of Admiral Li's suite, Sub-Prefect Wong Hing, Viceroy's secretary, Expectant Magistrate Wm Shih-chien, Viceroy's secretary, Captain Wu Kwang-tung, Deputy Kwok Yik-tung, Hon. Dr. Ho Kai, Hon. Mr. Wei Yui, Mr. Chan King-yue, Mr. Au Tak, Mr. S. W. Tso, Mr. Lau Chu-pak, Mr. Ho Tai-shang, Mr. Lau Yam-chun, and Mr. Sin Tak-fan. Alighting from the car the visitors, led by Viceroy Chang and H.E. Sir Frederick Lugard, made for the South-western gate of the great industrial establishment which is worthy of one of the greatest shipping ports in the world. A guard of honour was drawn up at the gate and it consisted of Taikoo's own Police—Indian and Chinese—under a European constable. The guard presented a very smart appearance in their khaki uniform. The visitors were received by Mr. G. T. Edkins, of Messrs. Butterfield & Swire's head office, Mr. D. R. Law, the managing partner, having accompanied the party down from Government House. The principals of the technical staff to assist Mr. Edkins in welcoming the party were Mr. P. Forster-Nicholson, M.I.N.A., general manager, Mr. Lyon, manager of the engine works, Mr. James Reid, M.I.E.S., assistant manager, and Mr. McGregor. Chairs were provided for the visitors in their tour of inspection of the works. It may be inquired what was the object that led to the Quarry Bay Docks being signalled out as the principal objective for the Chinese visit this afternoon? The explanation is immediately forthcoming in the fact that, probably prompted by the scheme of naval reorganisation which is so much in the air at the present time in China, and his own and Admiral Li Chun's special interest in the formation of an effective naval squadron for South China, the Viceroy had manifested considerable interest in the works at Quarry Bay and the shipbuilding yards in Hongkong with the principals of every one of which he is personally acquainted. His acceptance of the invitation is not surprising, therefore, and is all the more significant from the fact that His Excellency resided in a single coup d'oeil this afternoon what B. & S. have been capable of doing and may do for the labouring class of China's millions, from 2,000 to 3,000 of whom are employed at the yard. En route by the electric tram this afternoon it was explained to the official that from a fishing hamlet of no consequence Shaikwan has risen to the city of its importance which is seen there now-a-days. Studded with palatial edifices as residences for the European staff on the crests of the hills, and a fine Club building which is in course of considerable enlargement to meet the increased size of the community, the thriving suburban district boasts its teeming thousands of Chinese who profit by the industrial enterprise of the princely house of Taikoo and for whose comfort and convenience the great firm provides model dwellings in large three-story tenements and many others, too, which have been planned and will shortly be under construction. These are not all. A big

scar on the hillside was pointed out to His Excellency as the selected site for a hospital which is contemplated for the district and whose construction and maintenance owe their inception to the solicitous care of the firm that has been responsible for the genesis of Hongkong's industrial city. Besides, it has to be noted that another feature to the admirable additions made for the health and comfort of the residents of Shaikwan is the establishment of a branch dairy of the Dairy Farm Co. This was rendered possible by the generosity of Messrs. Butterfield & Swire in providing the building for the Dairy Co. Such, in brief, were the features pointed out to the Viceregal party before they stepped on the threshold of the Dock gates. Once across, the party was placed under the guidance of Mr. Edkins and his engineering experts.

THE TOUR OF THE YARD.

What seemed apparently two long stretches of waste land finished off in cement rendering were explained to the visitors as being the building berths with solid concrete foundation and of a length of 700 to 800 feet. The building yard is laid out with furnaces and plant suitable for building vessels up to 20,000 tons, and is capable of dealing with the large plates now customary in modern construction. Wooden uprights for building the staging for ships in course of construction point to the early expectation that the steel frames may soon rest on the blocks. The moulders' loft, to the uninitiated, resembles a spacious dancing hall with a black floor. This was explained as being the department where vessels are drawn out full sized and faired. On the floor the lines and sections of a steel tug were chalked in white which gave an idea of the creation in the draughtsman's mind of a modern tugboat. The visitors were then conducted through the pattern store where in the short space of a few months from commencement of operations the yard has already a collection of several hundreds of patterns of all descriptions is stored. Adjoining the moulding loft is the joiners' and pattern shop. This was an extremely interesting department to the practical mind. All sorts of saws and lathes were in full operation. To enumerate them in detail we must mention the surfacing and thickening machine, an Oliver turn saw, a disc sand-paper machine for smoothing the surface of scallings, lathes with side-rests, a heavy lathe for steering wheels, a mortising machine, a spindle moulding and treecoring machine combined, one each double spindle moulding, mortising, and tenoning machines. A panel planer was working in fine style, so also was a face-edging machine and the triple boring device and automatic cross-cut saw. Shavings and dust were thrown high up in the air from some of the saw, one of which was a fine specimen of a large patent band saw rack bench 60 ft. long for cutting heavy timber of any description. Rope tugs, jacking bench, dowl boring, grating, fore-cutter and hydraulic boring batch machines complete the list of plant in this department, emerging from which the visitors were initiated into the working of the wonderful contrivance providing the enormous power for the entire establishment.

Instead of using steam for driving the machinery in the yard, gas is adopted. Inside the Gas Producer, is a fire ten feet deep by eight feet in diameter a blast of steam and air comes up through the fire. During its passage through the fire, the heat of partial combustion turns the coal steam and air into gas, which is led off by long pipes partially overhead to the purifying arrangements. The gas is thoroughly washed with water, together with the tar, and the tar and steam which is not decomposed that is carried with the tar. The gas is led away by pipes to the engine, where it is generated into electricity to provide the motive power for all the machinery in the yard. The Power Gas Corporation, Limited, were the manufacturers of the gas producers. The rest of the machinery comes from the well-known firm of Richardson, Westgarth, of Middlesbrough. The generators were supplied by Dick, Kerr and Company.

At the foundry, the visitor saw a two-ton ladle of metal and saw the casting processes of a windlass, besides the gas fire motor in full working order. At the brass foundry, they witnessed the casting of brass propeller tips and saw how solder was made at the foundry. The last stage of the tour brought the visitors to the boiler shop, which is equipped with the latest classes of engines and is able to deal with plates up to 12 in. length and

able to deal with plates up to 12 in. length and

33 ft. in breadth. The most notable feature of the machinery here is a riveting machine with a 13 ft. gap taking a plate 13 ft. deep and, in the language of the mechanic, is capable of "squeezing up" two-inch diameter rivets. Another conspicuous machine is the cold-plate benders. It is a wonderful mechanical contrivance with a 13 ft. gap and will bend a plate 2 in. in thickness. The flanging machines with a power of about 1,200 to 1,500 lbs. to the sq. in. are capable of flanging plates to any extent. An oval cutting machine that can cut round or oval holes; punching presses; multiple drills; rotary shears and two large furnaces (13 ft. x 25 ft.) for leveling boiler plates heated by gas; complete the plant of this busy department. Mention must not be omitted, however, of the too-ton overhead travelling crane, which to the layman moved backward and forward as if unopposed by any motive power.

In the erecting shop the visitors had the benefit of seeing the first set of engines to be built at Quarry Bay. It was one of 200 h.p. This shed is equipped with the latest style of shrinking tables capable of handling any class of work. The wall-creepers for planing or swathing is the largest in the East, and the yard possesses the further distinction of being able to clutch ownership of the latest type of machine for boring, tapping, stud-drilling and slot driving. The lathes range from 8-inch centres to 48-inch centres; the shaping lathes are capable of taking shaft fifty feet long.

The smithy has two gas furnaces: 1 large for forging and 1 double for small forging. The large pneumatic hammer has a power of 1,000 tons. Other pneumatic hammers are B. & S. Massey, and Bilkington's. In addition to these there are also punching and shearing machines and machines for cutting round and square up to two inches cold. At the time of the Viceroy's visit 31 fires were burning.

The Power House was denfening. The plant consists of four direct current generators—2 of 375 and 2 of 751 kilowatts. These are driven by four Cockerill type gas engines—2 of 500 h.p. and 2 of 1,000 h.p., i.e., 3,000 collective horse power. The voltage is 250. This plant supplies current to the various machine shops, foundries, wood-working shops, and also for the slipway, hauling gear and for pumping out the drydock. The dock is pumped dry by two of W. H. Allen and Son's direct driven pumps. The motors driving these pumps are of 600 h.p. each. The pumps can work the dock dry in 3 hours. An instance in point was seen in the docking of the *Chiyo Maru* to-day. She was taken into dock in the forenoon, and long before the arrival of the distinguished visitors the dock was perfectly dry.

The hauling gear for the slipways consists of two 225 h.p. motors, either of which can be used. These motors for machine shops, dock, slipways, etc., are supplied by underground cables. There is a complete telephone system installed throughout the place with the various departments and gas is supplied by three Mond producers. As stated they supply gas for gas engines, furnaces and smithy, besides boiler-makers' shops, etc.

The slipway carriages are of the latest pattern by Marton of Leith, and the winding gear consists of large electrically driven winches operating massive cable-wires. It was the intention of the management to demonstrate to the visitors the hauling-up of one of the C. N. Co.'s steamers, but, owing to the typhoon which has been hovering around Hongkong and the consequent disorganisation of shipping this part of the programme has had to be abandoned. The *s.s. Kashio* would have been the vessel selected for the demonstration. The visitors, however, were shown how a cradle is worked up and down on the slipway. There will be three slipways in all: two are already completed and a third is nearing completion. The Portuguese *s.s. Sul Chung*—the old *Fitzpatrick*—was undergoing repairs in one of the slips.

The chief item of interest in the whole course of to-day's instructive tour is unquestionably the mammoth graving dock in which were seen the beautiful outlines of the T. K. K. Pacific liner, *s.s. Chiyo Maru*. The visitors crossed over the caisson to the *Chiyo*. A special feature of the caisson is that it fits into a patent recess leaving the entrance to the dock quite free.

Eastward of this portion of the yard there is a long length of seawall yet to complete. It is not astonishing that the contractors have yet to build the wall when it is considered that the foundation goes to a depth 30 to 40 feet below the surface of the sea. Huge concrete blocks are piled up ashore ready to be sunk into position as soon as the foundation is capable of receiving them. Throughout the works there is an abundance of evidence of solidity which points to the fact that money, apparently, was no object to the enterprising firm that went in for such a gigantic undertaking.

The dimensions of the drydock are as follows:—length 787 ft. x 85 ft. beam. Depth of water on sill 34 ft. 6 in.

Slipway No. 1, 1,130 ft. cap. of hauling up 3,000 tons.

Slipway No. 2, 993 ft. 6 in., capable of hauling up 2,000 tons.

Under the sheer leg on the sea wall, was a C. N. Co.'s steamer; she was dressed in honour of the occasion. The electric derrick crane is capable of lifting weights up to 100 tons and is erected on the sea-wall.

As the party moved round the bend to the sea-front a photo was taken. The visitors made their way to the crimson-lined gangway of the *Chiyo Maru* which was dressed in honour of the Viceroy. Mr. T. Funatsu, Consul for Japan, and the leading bankers and Japanese merchants were on board to receive the distinguished party. At the top of the gangway Capt. Greta awaited the arrival of the visitors who passed through a green archway surmounted by the flags of Japan, China and Great Britain. The visitors were then conducted all

over the stately ship subsequently, partaking of refreshments on deck which was tastefully decorated with coloured bunting and flowers. There was no formal speech-making but in the course of conversation with the Viceroy, Mr. T. Funatsu, the Japanese Consul in Hongkong, on behalf of the Japanese community, extended their welcome. Mr. Funatsu, who is perfectly conversant with the Chinese language, spoke fluently in the Peking dialect, to this effect. He said that it had fallen upon him, as the representative of the Japanese community in Hongkong, to extend to the Viceroy a very cordial welcome on board the *Chiyo Maru* that afternoon. As all knew they were met together to do honour to an official of the dignity and high rank of His Excellency Chang Jen-chun. His compatriots and himself were conscious of the high honour H.E. had done them in accepting their invitation to partake of their meagre hospitality—such as it was—that afternoon. They were conscious also of the numerous calls upon his limited time, and yet, in spite of the exigencies of his official duties, he had seen fit to attend their reception during the brief, fleeting hours of his all-too-short sojourn in Hongkong. In the name of his fellow-countrymen, he tendered their warm thanks. Consul Funatsu remarked also that Japan was happily bound by compact with Great Britain, which could not fail to promote the interests of both nations in this part of the world. China was their closest neighbour and had the earliest history of intercourse with his country. A favourite saying of one of the Chinese sages was that "Fellow-passengers helped one another" and literally speaking they were the fellow-passengers on that steamer as "fellow-passengers." They were fellow-passengers in the sense that they desired to help one another on the voyage of commerce, the maintenance of peace, and the promotion of prosperity of the Far East. He wished His Excellency Viceroy Chang a pleasant and safe voyage to Nanking and begged to express the earnest hope that in the Vicerealty of the Liangkiang his administration would have the same success and prosperity as he has had in Canton.

The Viceroy thanked Consul Funatsu and his Japanese hosts for their flattering commendation of him and for their kind wishes. After group photos had been taken of the party on deck the visitors retired. The Japanese hosts remained for another half an hour to entertain the representatives of Messrs. Butterfield and Swire and the Dock staff.

The Viceroy and gubernatorial parties boarded the *Victoria* for Hongkong.

RECEPTION AT THE CHINESE CLUB. Shortly after six o'clock, at the conclusion of the visit to the Taikoo Dock, a reception was held at the Chinese Club, when there were present the leading Chinese citizens and some of the most prominent exponents of the Colony's commerce. The facade of the Club-house displayed the Club flag, which was supported on each side by the Chinese and British colours. Inside, the scheme of decoration was carried out with exquisite taste. Beautiful bouquets hung down at regular intervals from the ceilings while the choicest flowers of the season entwined the balustrades leading to the other reception hall with pleasing effect. On H. E. Chang's arrival, accompanied by Mr. Harris, Customs Commissioner at Kowloon, the gathering adjourned for tea during the progress of which Mr. Lau Chu Pak read an address of welcome to the visiting Viceroy, to which H. E. Chang suitably responded through his Secretary.

H. E. CHANG TO MEET MR. MODY. We are pleased to announce that at a late hour this afternoon, we learn on good authority, that H. E. Chang will meet Mr. H. N. Mody at Sir Paul Chater's residence, "Marble Hall," at 10.30 to-morrow morning. It was at first thought that owing to Mr. Mody's indisposition, His Excellency's desire to meet the generous promoter of the local University scheme could not possibly be realised but this latest information to the contrary will be received with general satisfaction.

THE ITALIAN CONVINT will also be visited by the Viceroy to-morrow, if His Excellency can spare the time before the steamer's departure for Shanghai in the afternoon.

[The electro at the top of this article was kindly lent by the "Shing Po"]

HONGKONG COLLEGE OF MEDICINE

The Preliminary Examination of the Hongkong Medical College has been put on the List of Preliminary Examinations recognised by the General Council of Medical Education and Registration of the United Kingdom.

The Board of Preliminary Examinations is constituted as follows:—Dr. Francis Clark, T. K. Dealy, Esq., Rev. T. W. Pearce, Geo. Piercy, Esq., and Dr. J. C. Thomson.

SHIPPING AND MAILS

MAINS DUE
French (*Tonkin*) 2nd prox.
Canadian (*Empress of Japan*) 5th prox.
American (*Asia*) 8th prox.

The Bank Line *s.s. Aymeric* left Nagasaki yesterday for Hongkong via Manila.

The H. A. L. *s.s. Segoula* left Shanghai on 29th inst., p.m., and may be expected here on 2nd prox., a.m.

The "Ben" Line *s.s. Benglad* from Antwerp, Middlesbrough and London left Singapore yesterday for this port.

The Imperial German Mail *s.s. Prinz Regent Luitpold*, which left here on 1st inst., arrived at Genoa on 29th inst., at 6 a.m.

The N. Y. K. *s.s. Sanki Maru*, European Line, left Shanghai for this port on 30th inst., and is expected here on 2nd prox.

The N. Y. K. *s.s. Hitachi Maru*, European Line, left Singapore for this port on 30th inst., and is expected here on 4th prox.

The N. Y. K. *s.s. Yawata Maru* Australian Line, left Nagasaki for this port on 30th inst., and is expected here on 3rd prox.

The N. Y. K. *s.s. Kaga Maru*, American Line, left Moll for this port via Shanghai on 30th inst., and is expected here on 6th prox.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

Our market continues dull and with the exception of a decline in Whampoa Dock and Indo-China, there have been no fluctuations to speak of.

The ordinary half-yearly meeting of shareholders in the Hongkong and Whampoa Dock Co., Ltd., is advertised to take place on Monday, the 23rd August, at noon. The transfer books of the Company will be closed from the 9th to the 23rd inst.

Banks.—Hongkong and Shanghai Banks have ruled very steady during the week, and sales have been effected at \$1,010 and \$1,012, the market closing strong with buyers at the latter rate. The London quotation has risen to £93. Nationals continue firm with buyers at \$57.

Marine Insurances.—Cantons remain neglected at \$195. North China are reported sold at Tls. 120. Unions have strengthened, and sales have been put through at the improved rate of \$830 and \$835. Yangtzes are quoted \$235 in Shanghai.

Fire Insurances.—Sales have been effected of China Fires at \$116, and at the close are offering at \$116. Hongkong Fire have been sold at \$345.

Shipping.—There are sellers of both China and Manilla and Douglas at quotations. Hongkong, Canton and Macao Steamboats are in demand at \$33, after sales, Indo-China have had a considerable drop in the North, and as low as Tls. 43 has been quoted. Locally we have no sellers under \$61. The London rate remains unchanged, viz £3 15s. for the preferred, and £2 for the deferred shares. Shell Transports can be placed at 73s. Star Ferries, old and new, are unaltered and without business to report.

Refineries.—The demand for China Sugars continued during the week, and a fair business has resulted at rates from \$140 to \$142, but at the close there are sellers at \$143. Luzons have risen to \$18, but there are sellers. Perak Sugars have sellers at Tls. 77.

Mining.—Chinese Engineerings have declined to Tls. 18.20, closing weak. Raubs are on offer at the reduced rate of 28.

Docks, Wharves and Godowns.—Kowloon Wharves have been taken off the market at \$58, and more can be had at the rate. As a result of the announcement by the Directors of the declaration of an interim dividend of only \$4 for the half year, Whampoa Docks dropped, and business was done at as low as \$62.

Shanghai Docks are on offer at Tls. 80. Hongkong Wharves firmed up during the early part of the week, but at the close a weaker feeling prevails and there are sellers at Tls. 143.

Land, Hotels and Buildings.—Anglo-French Lands have buyers in the North at Tls. 104. Hongkong Hotels are again in demand at \$73 for the old shares, ex new issue, and \$43 for the new shares, but sellers are not forthcoming at these rates. Humphreys Estates can be placed at \$94.

Cotton Mills.—Hongkong Cottons are obtainable at \$34. There are sellers of Ewos at Tls. 134. In other Northern Mills, we take the following changes from interest-mail advices to hand:—Internationals, Tls. 90—Lau Kung Mows, Tls. 112, and Soychees, Tls. 405, buyers.

Miscellaneous.—China Light and Powers have weakened to \$6.70 at which price they are obtainable. China Providents have been sold at \$6.60 and Peak Tramways at \$14, the latter closing with sellers at \$15. Green Island Cements are weak and offering at \$8.80. Hongkong Ice has further improved to \$105, at which rate they have been sold. Hongkong Electric have been dealt in at \$20. Sales of Union Waterboats have taken place at \$11. Langkats have risen to Tls. 1,000, but there are sellers at the rate. Sumatras have shown a further improvement on last week's quotation, and sales are reported in the North at Tls. 158.

Rubbers.—The Rubber market has been well maintained during the week, and a further advance in the price has to be recorded. Hard Fine Para, being 7/0, and plantation rubber about 8/- per lb. Anglo-Malays are unchanged at 47. Balgawes have risen considerably and business has been done at the improved rate of \$44. (Singapore) Kuala Lumpurs have advanced to £2 14/- after sales at £2 10/- 6d. Linggi Plantations are quiet, but the rate has ruled steady. Ragallahs have again been in favour and have found buyers at \$13 (Singapore). In all other stocks under this heading, the market shows a tendency to harden.

Exchange.—The Banks selling rate on London is 1/8 1/2 an demand. The T/C rate on Shanghai is 74 1/2.

Dividends Payable.—Hongkong and Shanghai Banks—Half yearly dividend of £2 per share. Hongkong Lands—Interim of \$3 for a/c 1909, payable on the 3rd prox. West Points—Interim of \$1 for a/c 1909, payable on the 3rd prox. Hongkong, Canton and Macao Steamboats—Interim of \$1 1/2 for a/c 1909, payable on the 10th prox. Hongkong and Whampoa Docks—Interim of \$1 1/2 for 1909, payable on the 23rd prox.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for forward Settlements:—
July Settlement 30th July.
August " 30th August.
September " 30th September.
October " 30th October.
November " 30th November.
December " 30th December.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory:—

30th July, 10.50 a.m. Cyclone or typhoon, E. of Basil Channel, moving N.E.

BRITISH AND GERMAN METHODS.

AN OBJECT-LESSON.

The Tokyo correspondent of the *Times* wrote on May 21 as follows:—

"Why does not your Government support the Hongkong University scheme in the same way as the German Government is supporting a similar scheme at Kiochau?" was the probing question put to me by a Chinese fellow-passenger in the steamer from Hongkong to Japan. He was a Cantonese gentleman who had received the rudiments of Western education in Hongkong, and, having apparently done well for himself in the world, was very anxious to give his sons still larger educational advantages.

He was therefore deeply interested in the scheme which is now afoot for creating a University in Hongkong where Chinese youths would not only receive the scientific training of which the Chinese stand so greatly in need if they are to develop the material resources of their country, but would also be subjected to the moral discipline of collegiate life under proper supervision and control.

THE HONGKONG UNIVERSITY. Medicine and engineering are the two branches of Western science for which at present there is the largest demand, and the greatest scope in China, and to these the proposed University at Hongkong will, in the first place, address itself, for the scheme was grown up out of certain proposals for extending and developing the College of Medicine and Technical Institute which have already done yeoman's work in the colony.

From the British point of view the scheme is equally commendable, for it is surely of the utmost importance that, at a time when undoubtedly the leaven of new ideas is fermenting all over China, the rising generation from which so much is expected should be brought into close contact with the best aspects of British life. British influence may no longer be paramount in the Far East, but the supremacy of the English tongue is as yet untouched, and just as the variety of provincial dialects in China has led to the adoption of "pidgin" English as the *lingua franca*, not only of foreigners, but of the Chinese commercial classes outside their own districts, literary English must serve as the one common medium of Western learning until China has evolved a literature of her own on the lines of Western thought. But, unless we bestir ourselves, this advantage will be lost to us in the same way as so many other advantages have been lost to us in the field both of diplomacy and of commercial enterprise.

KIAOCHOW HIGH SCHOOL.

The Germans, though the last comers, have set to work with their usual systematic thoroughness. The latest official report of the German authorities at Kiaochow contains instructive details concerning the high school which is about to be created there for Chinese students. Though in name only a high school, its scope is even larger than that of the proposed University of Hongkong, for in addition to a medical and a technical branch, there is to be an agricultural branch, including forestry, and a political science branch, comprising international law, State and administrative law, mining and maritime law, political economy and finance. The technical branch, to which special importance is evidently attached, is to include mining, electrical and railway engineering, together with architecture and shipbuilding. In connection with the high school there will be a preparatory school of six classes on the lines of a German *Realschule* without Latin, for which pupils will be received from Chinese Government schools as well as from other German schools already existing in China. The German Government does not rely for such purposes on private initiative. On the basis of 250 scholars the capital cost of the establishment is estimated at £25,000, and the annual expenditure at £10,000. The German Government undertakes the whole cost, except for a capital contribution of £2,000 from the Chinese Government, which has agreed—and this is one of the chief features of the scheme, to accept the certificates issued by the Kiochau High School as a qualification for admission to the Chinese Government service. "The Chinese Government," it is stated, "repose the fullest confidence in German enterprise in this important educational question," and substantial concessions of a certain control over the course of instruction in Chinese through a resident Chinese inspector and a special commissioner from Peking who will attend at the final examinations. Otherwise "the management of the whole school is exclusively German, and the German teaching staff will be appointed from Germany," for the main object of the institution is to teach the rising generation of Chinese "to appreciate German intellectual life and to get a liking for the German character." The report adds, with commendable frankness, "of which there is a lack in China." Another very important feature is the creation of a translating department in which German linguists assisted by Chinese scholars will undertake the translation of German textbooks and other words into the vernacular—presumably, though it is not specifically stated, into the Mandarin or literary dialect. "The activity of this important department," we are further and very significantly told, "will not be confined to school work only, but will be extended to the widest sphere." The whole scheme is worked out on broad lines capable of the greatest expansion. Its importance has already been fully appreciated, and as a result of the negotiations which have now been carried through between the two Governments, the assistance thus afforded by Germany to the cause of educational reform must yield valuable results in the relations between Germany and China. Nor do the German authorities entertain the slightest doubt about the advisability of burdening the State with expenditure directed to these important ends. "The money that have been raised in Germany from private sources for educational purposes in the Far East must be regarded as wasted unless it is devoted to such ends, in close co-operation with the Chinese Government, will bring German intellectual life nearer to the new China than is now awakening."

To-day's Advertisements.

NOTICE.

THE Undersigned hereby notifies the Public that he will NOT BE RESPONSIBLE FOR ANY DEBT contracted by his wife (Piaoga) MARIA ROZARI AURA DE SOUZA.
R. M. DE SOUZA,
C/o B.R. Fatshan,
Hongkong, 29th July, 1909. [563]

PUBLIC AUCTION.

THE undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

WEDNESDAY,

the 4th August, 1909, at 11 A.M., at their Sales Rooms, No 8, Des Voeux Road, corner of Ice House Street,

SUNDRY HOUSEHOLD AND OFFICE FURNITURE,

ALSO

One TYPOGRAPH, One SMITH PREMIER TYPEWRITER, and One BARLOCK TYPEWRITER (double folio size).

TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 30th July, 1909. [564]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge, or remaining on board after 4 P.M., the 3rd August, will be landed at Consignee's risk and expense. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 30th July, 1909. [6]

AN INDIAN DISPUTE.

KOWLOON TRADERS AT LAW.

In the Supreme Court, this morning, Mr. Justice Gompertz gave his decision in the case in which an Indian trader named Abdul Kader, of Austen Road, Kowloon, brought action against two others—Kupa Ram and Mangtu Ram—to recover the sum of \$150.67, alleged to be due for goods sold and delivered. Judgment was given in the case of the first plaintiff in the sum of \$33.72. The second party to the action was held as not being a member of the firm.

In the case when it appeared before the Court, Abdul Kader said there were three partners in the defendant firm, but one of them was now dead. The goods supplied were flour and another commodity. The three partners used to order goods, and took them away from his godown themselves on receipt of his delivery orders. In cross-examination plaintiff said he had been trading on his own account since July last year. There was no signboard over his shop bearing the name Ah Ying and Co. One payment made by the defendants was not entered in his books, but he had receipted their bill. Witness issued a warrant for the arrest of the second defendant the day his shopman told him the defendant was going to leave the Colony. He did not know that the second defendant was carrying on a very thriving business at Taipo, and that he was not likely to leave the Colony until the completion of the railway.

According to the defendant's story, which appeared in the press at the time, defendant said he was sent to the plaintiff by the first defendant and another Indian to procure flour on their account. Plaintiff refused to supply the flour as he did not know the defendant, so the man he was doing the business for gave him \$50 to get the flour. On his own account defendant had always paid cash for goods he bought, and plaintiff had never asked him for payment to the amount claimed. He never represented to the plaintiff that he was a partner in the Austen Road shop. Witness bought his share in the Taipo shop from the first defendant. He had no intention at the present time of quitting the Colony, as he was carrying on a good business, and had a lot of money to collect.

As we have already said, judgment was delivered against the first plaintiff, while the second party to the action was exonerated.

A QUESTION OF FALSE IMPRISONMENT.

SHOEMAKER'S CLAIM AGAINST A TRADER.

It may be remembered that damages for alleged wrongful imprisonment were claimed against Chan Kwan Shan, a trader, of 24, Queen's Road Central, by Mak Tit Sang, manager of the Po On shoe store, 229, Queen's Road West.

Mr. Crowther Smith, of Messrs. d'Almeida and Smith, was for the plaintiff. Mr. P. Sydenham Dixon, of Mr. R. A. Harding's office, appeared for the defence.

The case was fully reported in our issue of the 27th inst., and it is needless to reiterate the facts.

In the Supreme Court this morning, Mr. Justice Gompertz delivered judgment in favour of the defendant.

THE P. AND O. S. S. "MALACCA"

ECHO OF THE RUSSO-JAPANESE WAR.

In the year 1904 the P. and O. steamer *Malacca* was captured by the Russians and suffered various indignities, now almost forgotten. Likewise consignees of cargo out here suffered the loss of their shipments, which of course were not covered by the insurance policy, and probably were long ago written off. After the lapse of five years the Russian Government has handed to the British Foreign Office the sum of £3,000 to meet claims amounting to £9,000—not a very large dividend, perhaps, says the *Singapore Free Press*, but enough to please one Singapore firm that has received advices of a payment of £450 on account of its claim.

Intimations.

THE DAIRY FARM Co., LIMITED.

Choice Australian

RABBITS

75 cents each

HARES

\$1 50 each.

Hongkong, 17th July, 1909. [580]

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND

REFRESHING

SUMMER

BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK-McGREGOR & Co.

H. PRICE & Co.

A. S. WATSON & Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, Ltd.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP £250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1909. [19]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "Oni Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. JARDINE & CO., General Traffic Agents.

Corner Peel Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamship On

For	Steamship	On
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	SATURDAY, 31st July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	SATURDAY, 31st July, Noon.
MANILA	"VIENSANG"	SATURDAY, 31st July, 3 P.M.
SHANGHAI	"LOOSANG"	SATURDAY, 31st July, 4 P.M.
TIENSIN VIA SWATOW, WEI	"CHIPSANG"	TUESDAY, 3rd Aug., 4 P.M.
SHANGHAI	"YATSHING"	WEDNESDAY, 4th Aug., 4 P.M.
CHINWANTAO VIA WEIHAWEI & CHEFOO	"LUISANG"	THURSDAY, 5th Aug., Noon.
MANILA	"LOONGSANG"	FRIDAY, 6th Aug., 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kutsumang*, *Namsang* and *Viensang* leave about every 2 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Kobe, Osaka, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaitum, Lahad, Datu, Simpunan, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

Telephone No. 61.

Hongkong, 30th July, 1909.

[6]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
WEIHAWEI, CHEFOO & TIENSIN	"HUICHOW"	1st Aug., Daylight.
SHANGHAI	"LINAN"	1st " " " "
MANILA	"YAN"	3rd " " 3 P.M.
Cebu & ILOILO	"KAIFONG"	3rd " " 4 P.M.
SHANGHAI	"CHINHUA"	5th " " " "
SHANGHAI	"CHENAN"	8th " " Daylight.
MANILA	"TAMING"	10th " " 3 P.M.
SHANGHAI	"ANHUI"	12th " " 4 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	19th " " " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenai*, *Lintan*, *Chinhua*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo to through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36.

Hongkong, 30th July, 1909.

[8]

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 31st July, at 5 P.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 31st July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS.

Hongkong, 30th July, 1909.

[7]

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU 5,000 tons gross Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU 6,000 " 26th Oct., 1909, at Noon.
S.S. MANSU MARU 5,000 " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 29th July, 1909.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct trans service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For Steamers Tons Leaves

TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO. "FITZPATRICK" 4,416 SATURDAY, 31st July, at Daylight.

Do. "SEATTLE MARU" 6,178 SATURDAY, 28th Aug.

The Co.'s newly built steamers have fair sized Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For Steamers Leaves

SWATOW, AMOY & IAMSUI. "DAIGI MARU" SUNDAY, 1st Aug., at 10 A.M.

ANPING Via SWATOW and AMOY. "SOSHU MARU" WEDNESDAY, 4th Aug., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHIO-HU" MARU and "BUJUN MARU". First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 27th July, 1909.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES. 1909

MARSEILLES, LONDON Via SANUKI MARU, Capt. K. Honma, Tons 6500, WEDNESDAY, 4th Aug., at Daylight.

SINGAPORE, PENANG, COLOMBO AND PORT SAID. AWA MARU, Capt. A. Koguchi, Tons 6500, WEDNESDAY, 18th Aug., at Daylight.

VICTORIA, B.C. & SEATTLE. KAGA MARU, Capt. M. Hagino, Tons 6500, TUESDAY, 17th Aug., at 4 P.M.

SYDNEY AND MELBOURNE. YAWATA MARU, Capt. I. Sakuma, Tons 5000, FRIDAY, 6th Aug., at Noon.

MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE. NIKKO MARU, Capt. M. Yagi, Tons 6000, FRIDAY, 3rd Sept., at Noon.

NAGASAKI, KOBE and YOKOHAMA. NIKKO MARU, Capt. M. Yagi, Tons 6000, WEDNESDAY, 4th Aug., at Noon.

KOBE and YOKOHAMA. MIVASAKI MARU, Capt. Wm. Bainbridge, Tons 9000, FRIDAY, 27th Aug., at 5 P.M.

KOBE and YOKOHAMA. HITACHI MARU, Capt. Wm. Wade, Tons 7000, FRIDAY, 6th Aug., at 5 P.M.

SHANGHAI and KOBE. YEBOSHI MARU, Capt. B. Koo, Tons 4500, FRIDAY, 13th August.

BOMBAY, Via SINGAPORE and COLOMBO. TOTOMI MARU, Capt. R. Smith, Tons 4000, MONDAY, 8th Aug.

† Cargo only.

‡ Fitted with new system of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Mishima Maru (Capt. A. E. Moses) About Wednesday, 25th August.

Atsuta Maru (Capt. W. THOMPSON) About Wednesday, 22nd September.

Miyasaki Maru (Capt. W. BAINBRIDGE) About Wednesday, 20th October.

Kitano Maru (Capt. F. E. CORN) About Wednesday, 15th December.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class \$130 \$110 \$100 00
2nd " \$70 \$50 \$40 50

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager.

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Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI."

Captain G. W. Gordon, carrying "His Majesty's" Mail, will be despatched from this port BOMBAY, on SATURDAY the 7th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Manila*, 11,000 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oceanic*, due in London on 19th September, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 26th July, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"WELSH PRINCE"

will be despatched for the above Ports on SATURDAY, the 14th August, 1909.

For Freight and Passage, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 23rd July, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points to the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, AC, TACOMA & SEATTLE VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

1909

America 4,363 J. Boyd 26th Aug.

Invincible 6,232 S. Shotton 23rd Sept.

* These steamers are specially fitted for the carriage of Atlantic Steerage passengers.

S.S. *Kumagata* calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings

Hongkong, 22nd July, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 26th April, 1909.

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Shipping—Steamer.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN."

Captain Charbonnel, will be despatched for the above Ports on the 2nd August, at about 6 P.M.

For Freight or Passage, apply to

P. DE CHAMPORIN,

Agent.

Hongkong, 28th July, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRÉ."

expected to arrive on or about the 19th August.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 27th July, 1909.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI."

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIK & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
RESERVE.	AT WORKING ACCOUNT						
BANKS.							
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	{ £1,500,000 \$14,500,000 \$50,000 }	\$2,006,234	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.024 }	44 % \$1.24 sales London, £93
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$150,000 }	\$10,223	\$2 (London 3/6) for 1903	55 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$23,757 \$413,900 \$125,000 }	none	\$14 for 1907	74 % \$105 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 303,747 Tls. 118,277 \$1,000,000 }	Tls. 160,512	Interim of 7/6 for 1908	54 % Tls. 115 sa. & b
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$900,000 \$194,848 \$105,849 \$68,809 }	\$2,464,911	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908 }	54 % \$830 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$2,000,000 \$374,235 \$199,164 \$1,000,000 }	\$7,717	\$12 and bonus \$3 for 1907	74 % \$235
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$48,668 \$13,802 }	\$375,341	\$6 and bonus \$2 for 1907	74 % \$164 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$148,173 }	\$368,711	\$27 for 1907	8 % \$345
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$26,638 }	\$1,085	\$1 for 1906	7 % \$10 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$50,000 \$90,007 \$550,000 }	Nil	24 for year ending 30.6.1908	7 % \$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$507,500 \$79,438 \$35,344 }	\$20,270	Final of 1/2 making \$24 for 1908	74 % \$33 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 \$40,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154 }	563 sellers
do. do. (Deferred)	60,000			{ £10,000 \$40,000 }		Final of 2/- for 1908 and interim of 1/- for a/c 1909	73/- buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000 }	\$3,121	\$1.00 for year ending 10.4.1909	4 % \$26 sa. and b.
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$48,000 \$48,000 }		\$0.50	31 % \$151 sales
REFINERIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$1,000,000 \$16,848 }	Dr. \$5,858	\$5 for year ending 31.12.08	31 % \$141 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$16,848 }	Dr. \$15,823	\$3 for 1897	58 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 9,173	Tls. 31 for year ending 31.8.08	Tls. 280 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 \$12,289 }	£11,556	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09 }	7 % Tls. 181 sellers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,871 }	Dr. £3,191	No. 12 of 1/- = 48 cents	801 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$48,976 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$500,000 \$26,806 \$90,000 }	\$30,102	Final of \$14 making \$31 for 1907	\$58 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$500,000 \$97,191 }	\$37,278	Final of \$4 making \$8 for 1908	124 % \$61 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 697,257 }	Tls. 6,716	Final of Tls. 24 for year ending 31.4.09	64 % Tls. 801 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 697,257 Tls. 50,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	64 % Tls. 150 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 4,134 }	Tls. 4,134	Tls. 6 for year ending 20.2.09	34 % Tls. 104 sales
Central Stores, Limited	50,123	\$15	\$15	{ \$15,000 \$40 }	\$24,612	\$1.20 on old and 60 cents on first new issue	48
Hongkong Hotel Company, Limited	8,000	\$50	\$50	{ \$408,975 \$13,912 }	\$895	Final of \$3 making \$6 for 1908	373 ex n.f. b. \$143 b. new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$500,000 \$23,122 }	\$26,475	Final of \$31 making \$7 for 1908	61 % \$1071 sellers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$150,000 \$48,361 }	\$5,486	60 cents for 1908	64 % \$91 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$278 }	\$278	\$14 for 1908	5 % \$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 372,000 }	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	64 % Tls. 122 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,000,000 \$1,000 }	31,968	Final of \$2 making \$4 for 1908	81 % \$461
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	44 % Tls. 134 buyers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 \$20,000 }	\$9,553	50 cents for year ending 31.7.08	6 % \$81 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 8,372 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 92 buyers
Laon-king-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$800,000 Tls. 4,820 }	Tls. 4,820	Tls. 4 for 1908	Tls. 111 buyers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ Tls. 31,172 }	Tls. 15,911	Tls. 50 for 1906	Tls. 400 buyers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 \$40,000 }	£64	1/10th per share for 1907 = 1.037	10 % \$101
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$12,000 \$40,000 }	Nil	\$1.20 or 1908	8 % \$122
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$50,000 \$1,000 }	none	50 cents for year ended 28.2.08	50 % \$670 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$10,000 }	\$1,007	80 cents for 1908	84 % \$960
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$8,000 }	\$48	\$1.30 for year ending 31.7.08	74 % \$164
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$15,000 }	\$3,754	Final of 50 cents making 90 cents for 1908	10 % \$8.80 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$5,000 }	\$3,754	80 cents for year ending 31.12.08	8 % \$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$5,195 }	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$204
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$7,616 }	\$7,616	Final of \$15 per share making \$19 for 1908	124 % \$194 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$8,790 }	\$8,790	Interim of \$1 for account 1909	84 % \$14 sales
Matschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 68,914 }	Tls. 116,682	2nd Quarterly div. of Tls. 124 for account 1909	4 % Tls. 1,000 s.
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$1,204 }	\$1,204	80 cents on fully paid shares and 8 cents on 51 paid shares for year ending 30.4.09	6 % \$16 sellers
Peak Tramways Company (new)	25,000	\$10	\$10	{ none \$1,204 }	\$1,204	None	3 % \$8
Philippine Company, Limited	75,000	\$10	\$10	{ none \$1,204 }	\$1,204	None	3 % \$8
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	44 % Tls. 146 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ none \$56,002 }	Dr. \$56,002	None	513 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none \$136 }	\$136	40 cents for year ending 31.5.08	8 % \$16 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none \$172 }	\$172	60 cents for year ending 31.12.08	5 % \$16 sellers
United Asbestos Oriental Agency, Limited	20,000	\$10	\$10	{ \$35,000 \$1,360 }	\$1,360	80 cents on 9,900 ord. shares and \$19.50 on 100 founders shares for yr. end. 31.5.07	64 % \$13 sales
Watson, (A. S.) & Co., Limited	92,000	\$10	\$10	{ \$920,000 \$15,000 }	\$2,613	Final of 30 cts. for 1908	64 % \$870
William Powell, Limited	15,000	\$7	\$7	{ none \$3.95 }	\$3.95	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 }	... \$4 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	46,500	£1	£1	{ none \$7.4 }	none	30 % = 6/- per share for year 1908	... £2.17 6
do. do. (partly paid)	103,500	£1	£1	{ none \$7.4 }	none	25 % for year ending 31.3.09	... \$4
Balgownie Rubber Estate, Limited (fully paid)	6,000	£1	£1	{ none \$7.4 }	none	None	... £2.17 6
Cashfield Rubber Estate, Limited (fully paid)	24,000	£1	£1	{ none \$7.4 }	none	None	... £2.17 6
do. do. (contributory)	24,000	£1	£1	{ none \$7.4 }	none	None	... £2.17 6
Highland & Lowland Para. Rubber Co., (fully paid)	181,444	£1	£1	{ none \$7.4 }	none	None	... £2.17 6
do. do. (contributory)	123,546	£1	£1	{ none \$7.4 }	none	None	... £2.17 6
Kuala Lumpur Rubber Co., Limited	8,000	£1	£1	{ none \$7.4 }	none	3 % for year ending 30.6.08	... £2.17 6
Linggi Plantations, Limited (ordinary)	900,000	£1	£1	{ none \$7.4 }	none	60 % for year 1908	... £2.17 6
do. do. (7% pref.)	10,000	£1	£1	{ none \$7.4 }	none	7 % for year 1908	... £2.17 6
Ragalla Rubber Company, Limited (ordinary)	21,500	£1	£1	{ none \$7.4 }	none	5 % for year ending 31.12.08	... £2.17 6
do. do. (8% pref.)	2,500	£1	£1	{ none \$7.4 }	none	None	... £2.17 6
Ledbury Rubber Estates Limited	62,000	£1	£1	{ none \$7.4 }	none	None	... £2.17 6
do. do. (contributory)	49,000	£1	£1	{ none \$7.4 }	none	None	... £2.17 6

* These shares are entitled to half of the profits.

Intimations.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

225]

AGENTS.

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

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VETARZO BRAIN AND
NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, impure climate, dissipation, excess, youthful imprudence, or other influences incident to the wear and tear and haste of modern life. It is a powerful stimulant, invigorant, and restorative, and is especially adapted for the treatment of all cases of nervous debility, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, nervous debility, night sweats, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy life's pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, &c.; restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and exhausted.

VETARZO BLOOD
MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, whether in whatever form met with, restoring all blood, purifying, clearing, and invigorating the system, and inducing a healthy, robust, and vigorous condition. Its effects are marvellous in the treatment of all cases of "rheumatism," "gout," "sciatica," "neuritis," "myalgia," "migraine," "headache," "dyspepsia," "indigestion," "constipation," "catarrh," "diarrhoea," "haemorrhoids," "hemiplegia," "paralysis," "asthma," "bronchitis," "croup," "whooping cough," "scrophulous," "syphilitic," "gonorrhoeal," "venereal," "mercurial," "arsenical," "iodine," "potash," "soda," "lime," "magnesia," "iron," "copper," "zinc," "silver," "gold," "platinum," "mercury," "arsenic," "antimony," "bismuth," "cobalt," "nickel," "manganese," "chromium," "molybdenum," "vanadium," "barium," "strontium," "calcium," "sodium," "potassium," "ammonium," "magnesium," "aluminum," "silicon," "boron," "fluorine," "chlorine," "bromine," "iodine," "phosphorus," "sulfur," "carbon," "nitrogen," "oxygen," "hydrogen," "helium," "lithium," "beryllium," "magnesium," "calcium," "strontium," "barium," "lanthanum," "cerium," "thorium," "uranium," "zinc," "cadmium," "mercury," "silver," "gold," "platinum," "palladium," "rhodium," "iridium," "osmium," "cobalt," "nickel," "manganese," "chromium," "molybdenum," "vanadium," "barium," "strontium," "calcium," "sodium," "potassium," "ammonium," "magnesium," "aluminum," "silicon," "boron," "fluorine," "chlorine," "bromine," "iodine," "phosphorus," "sulfur," "carbon," "nitrogen," "oxygen," "hydrogen," "helium," "lithium," "beryllium," "magnesium," "calcium," "strontium," "barium," "lanthanum," "cerium," "thorium," "uranium," "zinc," "cadmium," "mercury," "silver," "gold," "platinum," "palladium," "rhodium," "iridium," "osmium," "cobalt," "nickel," "manganese," "chromium," "molybdenum," "vanadium," "barium," "strontium," "calcium," "sodium," "potassium," "ammonium," "magnesium," "aluminum," "silicon," "boron," "fluorine," "chlorine," "bromine," "iodine," "phosphorus," "sulfur," "carbon," "nitrogen," "oxygen," "hydrogen," "helium," "lithium," "beryllium," "magnesium," "calcium," "strontium," "barium," "lanthanum," "cerium," "thorium," "uranium," "zinc," "cadmium," "mercury," "silver," "gold," "platinum," "palladium," "rhodium," "iridium," "osmium," "cobalt," "nickel," "manganese," "chromium," "molybdenum," "vanadium," "barium," "strontium," "calcium," "sodium," "potassium," "ammonium," "magnesium," "aluminum," "silicon," "boron," "fluorine," "chlorine," "bromine," "iodine," "phosphorus," "sulfur," "carbon," "nitrogen," "oxygen," "hydrogen," "helium," "lithium," "beryllium," "magnesium," "calcium," "strontium," "barium," "lanthanum," "cerium," "thorium," "uranium," "zinc," "cadmium," "mercury," "silver," "gold," "platinum," "palladium," "rhodium," "iridium," "osmium," "cobalt," "nickel," "manganese," "chromium," "molybdenum," "vanadium," "barium," "strontium," "calcium," "sodium," "potassium," "ammonium," "magnesium," "aluminum," "silicon," "boron," "fluorine," "chlorine," "bromine," "iodine," "phosphorus," "sulfur," "carbon," "nitrogen," "oxygen," "hydrogen," "helium," "lithium," "beryllium," "magnesium," "calcium," "strontium," "barium," "lanthanum," "cerium," "thorium," "uranium," "zinc," "cadmium," "mercury," "silver," "gold," "platinum," "palladium," "rhodium," "iridium," "osmium," "cobalt," "nickel," "manganese," "chromium," "molybdenum," "vanadium," "barium," "strontium," "calcium," "sodium," "potassium," "ammonium," "magnesium," "aluminum," "silicon," "boron," "fluorine," "chlorine," "bromine," "iodine," "phosphorus," "sulfur," "carbon," "nitrogen," "oxygen," "hydrogen," "helium," "lithium," "beryllium," "magnesium," "calcium," "strontium," "barium," "lanthanum," "cerium," "thorium," "uranium," "zinc," "cadmium," "mercury," "silver," "gold," "platinum," "palladium," "rhodium," "iridium," "osmium," "cobalt," "nickel," "manganese," "chromium," "molybdenum," "vanadium," "barium," "strontium," "calcium," "sodium," "potassium," "ammonium," "magnesium," "aluminum," "silicon," "boron," "fluorine," "chlorine," "bromine," "iodine," "phosphorus," "sulfur," "carbon," "nitrogen," "oxygen," "hydrogen," "helium," "lithium," "beryllium," "magnesium," "calcium," "strontium," "barium," "lanthanum," "cerium," "thorium," "uranium," "zinc," "cadmium," "mercury," "silver," "gold," "platinum," "palladium," "rhodium," "iridium," "osmium," "cobalt," "nickel," "manganese," "chromium,"